

LAW OFFICES  
**SUGHRUE, MION, ZINN, MACPEAK & SEAS, PLLC**  
2100 PENNSYLVANIA AVENUE, N.W.  
WASHINGTON, DC 20037-3213  
TELEPHONE (202) 293-7060  
FACSIMILE (202) 293-7860

November 19, 1999

BOX PATENT APPLICATION  
Assistant Commissioner for Patents  
Washington, D.C. 20231

Re: Application of Kazuomi KOBAYASHI, Tomohisa NISHIKAWA, and  
Kenji MATSUO  
PNEUMATIC TIRES  
Our Ref. Q56893

Dear Sir:

Attached hereto is the application identified above including twenty-six (26) sheets of the specification, claims, eleven (11) sheets of formal drawings, executed Assignment and PTO 1595 form, and executed Declaration and Power of Attorney.

The Government filing fee is calculated as follows:

Total claims	8 - 20	=	0	x	\$18.00	=	\$0.00
Independent claims	1 - 3	=	0	x	\$78.00	=	\$0.00
Base Fee							\$760.00
<b>TOTAL FILING FEE</b>							<b>\$760.00</b>
Recordation of Assignment							\$40.00
<b>TOTAL FEE</b>							<b>\$800.00</b>

Checks for the statutory filing fee of \$760.00 and Assignment recordation fee of \$40.00 are attached. You are also directed and authorized to charge or credit any difference or overpayment to Deposit Account No. 19-4880. The Commissioner is hereby authorized to charge any fees under 37 C.F.R. §§ 1.16 and 1.17 and any petitions for extension of time under 37 C.F.R. § 1.136 which may be required during the entire pendency of the application to Deposit Account No. 19-4880. A duplicate copy of this transmittal letter is attached.

Priority is claimed from November 19, 1998, and October 21, 1999, based on Japanese Application Nos. 10-329,418, and 11-299,494 respectively. The priority documents will be filed at a later date.

Respectfully submitted,  
SUGHRUE, MION, ZINN,  
MACPEAK & SEAS, PLLC  
Attorneys for Applicant

By: Neil B. Siegel  
Neil B. Siegel  
Registration No. 25,200

## PNEUMATIC TIRES

### BACKGROUND OF THE INVENTION

#### 1. Field of the Invention

This invention relates to a pneumatic tire, and more particularly to a pneumatic radial tire belonging to a category known as so-called run-flat tire and capable of running over a given distance at a state that an internal pressure becomes zero (atmospheric pressure) or near to zero due to puncture or the like. Preferably, the invention relates to a pneumatic radial tire having a ratio of section height to section width or an aspect ratio of not less than 60 and an excellent run-flat durability ("run-flat" means the running at a punctured state) when being run at a high speed over a relatively long distance at the punctured state while holding a low cost and a handling easiness.

#### 2. Description of Related Art

The run-flat type radial tire (hereinafter abbreviated as run-flat tire) is mainly used in vehicles such as passenger cars and the like under a relatively small loading applied to the tire. It is demanded that when the tire becomes a flat (punctured) state, even if it suddenly occurs during not only the running on general road but also the high-speed running on an expressway, the run-flat tire can safely be run without considerably degrading the steering stability of the vehicle, particularly a passenger car, and even if the running is continued at the punctured state over the relatively long distance, the run-flat tire can be safely and surely run over a given distance, for example, 80-160 km to an intended place without detaching from a rim used (approved rim) and causing the tire breakage.

For this end, there are proposed run-flat tires having various structures, which are often combined with a contrived approved rim. The tires for such proposals are roughly classified into a super low-section

profile tire having an aspect ratio of less than 60 and a low-section profile tire having an aspect ratio of 60-80 in which the section height is relatively high.

As to the super low-section profile tire, an example (20) of run-flat tires put into practical use in the market at most is shown in Fig. 5. This tire 20 is a tire having a structure that a thick rubber reinforcing layer 9 having a crescent shape in section is arranged at an inner surface side of an innermost carcass ply 6-1 over a zone ranging from a bead portion 2 through a sidewall portion 3 to an end of a tread portion 4. Such a tire is often mounted onto a vehicle premising high-speed running such as a sports car, a sports-type car or the like.

In order to mitigate a degree of collapse deformation as far as possible when the tire 20 having the thick rubber reinforcing layer 9 is run at a flat state under loading, a radial carcass 6 is constituted by two or more plies comprising a turnup ply 6-1 wound around a bead core 5 from an inside of the tire toward an outside thereof and a down ply 6-2 enveloping the turnup ply 6-1 from the outside thereof, and a hard stiffener rubber 8 is arranged so as to extend from an outer peripheral surface of the bead core 5 up to a position near to a maximum tire width, and as the case may be, a rubberized layer of Kevlar cords or steel cords (which is called as an insert ply) is disposed in a zone ranging from the bead portion 2 to the sidewall portion 3.

On the other hand, the low-section profile tire having a relatively high section height is recently and frequently mounted onto an imported or domestic high-grade passenger car having a relatively great displacement. This type of the tire is possible to be run at the run-flat state in cooperation with a rim to be assembled, wherein an incorporation of a protect member for pushing a bead portion of the tire toward a rim flange onto the rim is the main current. Because, a height of a sidewall portion 3 in the low-section profile tire (see Fig. 5) is considerably higher than that of the super low-section profile

tire and the sidewall portion 3 violently bends by a height difference between both the tires and as a result the desired run-flat durability can not be obtained.

In the tire 20 having the above construction as shown in Fig. 5, it is proposed and practiced to increase the thickness or the height of the rubber reinforcing layer 9, or to largely increase the hardness or modulus of rubber itself for improving the durability in the run-flat running. However, they have a limitation on manufacture and a limitation on the rising width of the cost, so that when the internal pressure is suddenly at a state of zero, it is particularly insufficient to ensure the steering stability of the vehicle in the high-speed running and also the durability is insufficient in the continuation of the running at the run-flat state. Therefore, it is desired to develop tires holding the above performances and improving the run-flat durability to a level causing no problem in practical use.

In the case of incorporating the protect member onto the rim, there is firstly a problem in so-called rim assembling operability because it is not easy to assemble the tire onto a wheel. Secondly, it is unavoidable to largely increase the weight in the tire-wheel assembly, which brings about significant increase of unsprung mass in the vehicle and hence the ride comfort of the vehicle against vibrations is considerably degraded, so that it is unsuitable as the tire for use in a high-grade passenger car.

The inventors have thoroughly investigated a position and a cause of tire trouble generated in time series during the run-flat running of the tire 20 shown in Fig. 5 with respect to the run-flat durability and confirmed that a position of trouble most quickly generated in the tire is an end portion of  $\gamma$ -region in the belt 7 (see Fig. 5) and then such a trouble successively causes a trouble of the rubber reinforcing layer 9 in  $\beta$ -region of the sidewall portion 3 (see Fig. 5) and a trouble of the stiffener rubber 8 in  $\alpha$ -region of the bead portion 2 (see Fig. 5). Therefore, the inventors have already proposed a

pneumatic tire 21A having particularly an aspect ratio of not less than 60, in which a cushion rubber 10 as shown in Fig. 6 is interposed between the end portion of the belt 7 and the outermost carcass ply 6-2 (see Fig. 5) and  $\tan \delta$  of the cushion rubber 10 is made not more than that of a coating rubber for the cords of the carcass ply 6 as described in Japanese Patent Application No. 10-121422. This tire 21A is demonstrated that the remarkable improvement of the durability can advantageously be realized in the end portion of the belt 7 during the run-flat running to attain an excellent run-flat durability.

However, it is demanded to further improve the run-flat durability without stop at the present time. The run-flat durability satisfying the above demand is conditioned to satisfy that it is possible to at least run over a distance of 80-160 km as previously mentioned under the continuation of running at an upper level of limit speed at the run-flat state on the expressway even in the pneumatic tire having the aspect ratio of not less than 60. Under such a severer condition, it is the present state that it is required to more further improve the run-flat durability improved in the aforementioned pneumatic tire 21A.

#### SUMMARY OF THE INVENTION

It is, therefore, an object of the invention to provide a pneumatic tire having particularly an aspect ratio of not less than 60 which controls the cost to a level not causing trouble in practice, holds the handling easiness for rim assembling operability or the like and maintains the ride comfort within an acceptable range without causing inconvenience in the production applying the conventional thick rubber reinforcing layer, and guarantees the safe running of the vehicle such as passenger car or the like even if air is rapidly released due to the puncture or the like, and does not cause fatal trouble even if the high-speed running on the expressway is continued at a limit speed or a speed near thereto for a long time, and can develop a highly excellent run-flat durability.

According to the invention, there is the provision of a pneumatic tire comprising a radial carcass extending between a pair of bead cores embedded in the respective bead portions to reinforce a pair of sidewall portions and a tread portion and comprised of one or more rubberized cord plies, a belt arranged on an outer peripheral surface of the carcass to reinforce the tread portion, a bead filler rubber taperingly extending from a position just above the bead core toward an end of the tread portion, and a rubber reinforcing layer arranged at an inner surface side of an innermost carcass ply from a position near to the bead core in the bead portion to a position near to the end of the tread portion and having substantially a crescent shape at section thereof, in which at least one rubber protection sheet being relatively soft is disposed between the bead filler rubber and the carcass ply surrounding it and/or between the rubber reinforcing layer and the carcass ply adjacent thereto.

In a preferable embodiment of the invention, at least one ply of the carcass is a turnup ply wound around the bead core from an inside of the tire toward an outside thereof, which consists of a toroidally extending main body and a turnup portion.

Moreover, when the carcass is composed of two or more plies, it has so-called up-down ply structure consisting of a turnup ply having a turnup portion as mentioned above and a down ply enveloping the turnup ply inclusive of the turnup portion from the outside.

In another preferable embodiment of the invention, in a radial section of a tire-rim assembly when the tire is mounted onto a recommended rim and inflated under a pressure corresponding to 15% of a maximum air pressure, the rubber protection sheet is existent over both sides of a straight line drawn from a curvature center of a flange of the recommended rim at an inclination angle of 60° outwardly in a radial direction of the tire with respect

to a line segment drawn from the curvature center in parallel to a rotating axial line of the tire toward the inside of the tire.

The term "maximum air pressure" used herein means a maximum air pressure (air pressure corresponding to a maximum load) disclosed in "General Information" of "The Tire and Rim Association Inc." (hereinafter abbreviated as "TRA standards") and the term "recommended rim" used herein means a recommended rim disclosed therein. More particularly, as the maximum air pressure and the recommended rim are used numerical values and rim sizes disclosed in "LOAD/INFLATION PRESSURE TABLE" and "RIM CONTOURS TABLE" established by every kind of tires in the TRA standards. Moreover, the recommended rim is a rim underlined in the lists of "RIM CONTOURS TABLE".

Furthermore, the wordings "the tire is mounted on the recommended rim and inflated under an air pressure corresponding to 15% of the maximum air pressure" used herein means that the tire mounted on the recommended rim is once inflated to an air pressure no less than the maximum air pressure to sufficiently fit the tire to the recommended rim and thereafter the filled air is deflated up to a weak pressure corresponding to 15% of the maximum air pressure, or once the filled air is deflated up to an internal pressure of zero, the compressed air is again filled to a weak pressure corresponding to 15% of the maximum air pressure while holding the sufficient fitted state.

In the other preferable embodiment of the invention, the rubber protection sheet is existent between line segments in parallel to the rotating axial line of the tire respectively passing through an outer end of the bead filler rubber in the radial direction of the tire and an inner end of the rubber reinforcing layer in the radial direction of the tire.

In a still further preferable embodiment of the invention, when the

rubber protection sheet is disposed along the turnup portion of the carcass ply between the turnup portion and the bead filler rubber, a height  $H_a$  of an outer end of the rubber protection sheet in the radial direction of the tire as measured from an outermost end of the bead core in the radial direction of the tire is not more than two times a height  $H_b$  of an intersecting point between the straight line drawn from a curvature center of a flange of the recommended rim at an inclination angle of  $60^\circ$  outwardly in a radial direction of the tire with respect to a line segment drawn from the curvature center in parallel to a rotating axial line of the tire toward the inside of the tire and an outer surface of an outermost carcass ply as measured by the above same method.

As the properties of the rubber protection sheet, it is preferable that the rubber protection sheet has 50% modulus of 0.30-0.84 times that of the rubber reinforcing rubber and  $\tan \delta$  at  $25^\circ\text{C}$  of 0.04-0.11.

The value of 50% modulus is determined by a calculating equation disclosed in the term of "tensile stress" according to the contents disclosed in "Tensile test method in the cured rubber" of JIS K 6251-1993. Moreover, the value of  $\tan \delta$  is determined by calculating a kind of the deformation as tensile according to "A case of the waveshape in the load and the waveshape in the flexure" among "(1) non-resonating methods" disclosed in "Method for testing dynamic nature in the cured rubber" of JIS K 6394-1995. Moreover, the value of  $\tan \delta$  in the actual test is determined under test conditions that an initial tensile load is 160 gf, a dynamic strain is 1.0%, and a frequency is 52 Hz.

As the thickness of the rubber protection sheet, it is preferable that rubber protection sheet has a thickness of 0.4-4.0 mm. Strictly speaking, the rubber protection sheet is more preferable to have a thickness of 0.6-4.0 mm when it is disposed between the bead filler rubber and the main body of the carcass ply and/or between the rubber reinforcing layer and the main body of the carcass ply, and 0.4-4.0 mm when it is disposed along the turnup portion



of the carcass ply between the turnup portion and the bead filler rubber.

### BRIEF DESCRIPTION OF THE DRAWINGS

The invention will be described with reference to the accompanying drawings, wherein:

5           Fig. 1 is a diagrammatically left-half section view of an assembly of a first embodiment of the pneumatic tire according to the invention and a recommended rim;

          Fig. 2 is a diagrammatically left-half section view of an assembly of a second embodiment of the pneumatic tire according to the invention and  
10   a recommended rim;

          Fig. 3 is a diagrammatically left-half section view of an assembly of a third embodiment of the pneumatic tire according to the invention and a recommended rim;

          Fig. 4 is a diagrammatically enlarged section view of a main part  
15   of the tire-rim assembly shown in Fig. 1;

          Fig. 5 is a diagrammatically left-half section view of the conventional tire;

          Fig. 6 is a diagrammatically left-half section view of a comparative pneumatic tire;

20           Fig. 7 is a diagrammatically half section view of an assembly of another comparative tire and a recommended rim during the running at a run-flat state;

          Fig. 8 is a graph showing a relationship between running distance on a drum at a run-flat state and  $\tan \delta$ ;

25           Fig. 9 is a graph showing a relationship between running distance on a drum at a run-flat state and 50% modulus ratio of a rubber protection layer to a rubber reinforcing layer;

          Fig. 10 is a graph showing a relationship between running distance

on a drum at a run-flat state and thickness of rubber protection sheets 11, 13;  
and

Fig. 11 is a graph showing a relationship between running distance  
on a drum at a run-flat state and thickness of rubber protection sheet 12.

5 DESCRIPTION OF THE PREFERRED EMBODIMENTS

Various embodiments of the invention will be described with  
reference to Figs. 1-4.

In Fig. 1 is shown a diagrammatically left-half section of an  
assembly when a first embodiment of the pneumatic tire according to the  
10 invention is mounted on a recommended rim and inflated under a weak  
internal pressure, and Figs. 2 and 3 show another assemblies when second and  
third embodiments of the pneumatic tires according to the invention are  
mounted on a recommended rim and inflated under a weak internal pressure,  
respectively. In Fig. 4 is shown a diagrammatically enlarged section view of  
15 a main part around a bead portion of the tire shown in Fig. 1.

The pneumatic tires 1 shown in Figs. 1-3 are pneumatic tires for  
passenger car having an aspect ratio of not less than 60. The tire 1  
comprises a pair of bead portions 2 (only one side thereof is shown), a pair of  
sidewall portions 3 (only one side thereof is shown), a tread portion 4 linked  
20 to both sidewall portions 3, a radial carcass 6 extending between a pair of  
bead cores 5 embedded in the respective bead portions 2 to reinforce the  
portions 1, 2 and 3 and comprised of one or more rubberized cord plies (two  
plies in the illustrated embodiments), and a belt 7 arranged on an outer  
circumference of the carcass 6 to reinforce the tread portion 4.

25 The carcass 6 in the illustrated embodiments comprises a turnup  
ply 6-1 wound around the bead core 5 from an inside of the tire toward an  
outside thereof to form a turnup portion 6-1u and a down ply 6-2 enveloping a  
main body 6-1b and the turnup portion 6-1u of the turnup ply 6-1 from the

outside thereof and having an end in the vicinity of the bead core 5. In the carcass 6 of the illustrated embodiments, the turnup ply 6-1 forms an innermost carcass ply.

Each of the turnup ply 6-1 and down ply 6-2 constituting the carcass 6 is a rubberized ply of radial cord arrangement, wherein an organic fiber cord such as polyester cord, rayon cord, nylon cord or the like is used as a ply cord. Moreover, the carcass 6 may be comprised of two or more turnup plies 6-1 and one or more down plies 6-2, or may be comprised of only the turnup ply 6-1.

The belt 7 is comprised of two or more cord layers, preferably two cross cord layers in the illustrated embodiment, desirably two cross steel cord layers 7-1 and 7-2 and may comprise an organic fiber cord layer enveloping the two cross steel cord layers on the outer circumference thereof as shown by broken line in Fig. 1, for example, a spirally wound layer 7-3 of nylon-6,6 cord or Kevlar cord. The cross steel cord layers have a structure that the steel cords of these layers are crossed with each other with respect to an equatorial plane E of the tire. In the illustrated embodiment, the width of the steel cord layer 7-1 adjacent to the carcass 6 is wider than that of the steel cord layer 7-2 located at the outside of the steel cord layer 7-1.

And also, the tire 1 comprises a hard bead filler rubber 8 taperingly extending from an outer peripheral face of the bead core 5 toward an end of the tread portion 4, which is covered with the turnup ply 6-1 inclusive of the turnup portion 6-1u and the down ply 6-2.

Furthermore, the tire 1 comprises a rubber reinforcing layer 9 (only one side thereof is shown) having a crescent shape in section inherent to the run-flat tire, which extends from a position near to the bead core 5 in the bead portion 2 to a position near to the end of the tread portion 4 at an inner surface side of an innermost ply of the carcass 6, that is, the turnup ply 6-1 in Fig. 1.

The rubber reinforcing layer 9 is made of a hard rubber for stably supporting the total weight of the running vehicle even if the internal pressure of the tire is zero and preventing the detaching of the tire 1 from the rim to prevent the breakage of the tire and holding the running stability even at the rapid  
5 puncture during the high-speed running at, for example, 80-160 km/h, wherein the layer 9 has a thickness of 8-12 mm at a central region in the radial direction of the tire and is tapered at both ends thereof in the radial direction.

Moreover, the tire 1 comprises a cushion rubber 10 interposed  
10 between an end portion of the belt 7 and the down ply 6-2 as an outermost ply of the carcass 6, wherein  $\tan \delta$  of the cushion rubber 10 is made not more than that of a coating rubber for the cord of the down ply 6-2 for improving the run-flat durability at the end portion of the belt 7.

In the tire 1 of Fig. 1, at least one rubber protection sheet is  
15 disposed between the bead filler rubber 8 and the carcass ply surrounding it, that is, among the main body 6-1b and the turnup portion 6-1u of the turnup ply 6-1, the down ply 6-2 and the bead filler rubber 8. More particularly, the tire comprises two rubber protection sheets in total, wherein a rubber protection sheet 11 being softer than the bead filler rubber 8 is disposed  
20 between the main body 6-1b of the turnup ply 6-1 and the bead filler rubber 8, and a rubber protection sheet 12 being softer than the bead filler rubber 8 is disposed between a ply zone ranging from the turnup portion 6-1u to the down ply 6-2 and the bead filler rubber 8.

Further explaining in detail, the tire 1 of Fig. 1 comprises the  
25 rubber protection sheets 11, 12 among the surface of the carcass ply surrounding the bead filler rubber 8, that is, surface of the main body 6-1b of the turnup ply 6-1 facing the outside of the tire (hereinafter abbreviated as the outer surface), surface of the turnup portion 6-1u facing the inside of the tire

(hereinafter abbreviated as the inner surface) and inner surface of the down ply 6-2, and the bead filler rubber 8 opposite to these surfaces.

Moreover, the wordings "the rubber protection sheet 11 is disposed between the bead filler rubber 8 and the main body 6-1b of the turnup ply 6-1" concretely means that the bead filler rubber 8 and the main body 6-1b of the turnup ply 6-1 are connected to each other through the rubber protection sheet 11, and the wordings "the rubber protection sheet 12 is disposed between the bead filler rubber 8 and the ply zone ranging from the turnup portion 6-1u to the down ply 6-2" concretely means that the bead filler rubber 8 and the ply zone are connected to each other through the rubber protection sheet 12. Further, in case of the tire having such a construction that the turnup end of the turnup portion 6-1u reaches to the sidewall portion or a position exceeding it, the rubber protection sheet 12 is not necessarily joined to the down ply 6-2.

Next, the tire 1 shown in Fig. 2 comprises a rubber protection sheet 13 between the rubber reinforcing layer 9 and the surface of the carcass ply most adjacent thereto, i.e. the inner surface of the main body 6-1b of the turnup ply 6-1 in the illustrated embodiment, which is softer than the rubber reinforcing layer 9.

And also, the tire 1 shown in Fig. 3 is a tire having the rubber protection sheets 11 and 12 shown in Fig. 1 and the rubber protection sheet 13 shown in Fig. 2. Therefore, the invention includes the tire having only the rubber protection sheet 11, the tire having only the rubber protection sheets 11 and 12, and the tire having all the rubber protection sheets 11, 12 and 13. Each of inner ends of the rubber protection sheets 11, 12, 13 in the radial direction shown in Figs. 1-3 is located in the vicinity of the bead core 5.

All of the rubber protection sheets 11, 12 and 13 have rubber properties different from those of the bead filler rubber 8 and the rubber

reinforcing layer 9. Among the rubber protection sheet 11, 12, 13, the bead filler rubber 8 and the rubber reinforcing layer 9, JIS hardness and 50% modulus ( $M_{50}$ ) of rubber are relatively high in the bead filler rubber 8 and the rubber reinforcing layer 9, and JIS hardness and 50% modulus ( $M_{50}$ ) of the rubber protection layer 11, 12, 13 are lower than those of the bead filler rubber 8 and the rubber reinforcing layer 9. Moreover, numeral 14 in Figs. 1-3 is an innerliner made of a halogenated butyl rubber having an excellent air impermeability, so that the tire 1 is a tubeless tire.

The troubles at regions shown by symbols  $\alpha$  and  $\beta$  generated in the conventional run-flat tire 20 of Fig. 5 are possible to be improved to a certain extent by increasing the volumes of the bead filler rubber 8 in the region  $\alpha$  and the reinforcing rubber layer 9 in the region  $\beta$  under a certain ratio and enhancing the hardness and modulus of rubber to reduce strain at the regions  $\alpha$  and  $\beta$  during the running at run-flat state. However, when the position of the initially generated trouble transfers from the regions  $\alpha$  and  $\beta$  to a region  $\gamma$  in an end portion of the belt 7, there is caused a limit in the degree of improving the trouble, and such an improving limit can not satisfy the demand for the improvement of the run-flat durability in customer's market

In order to more enhance the degree of improving the trouble during the running at the run-flat state, there is already proposed the run-flat tire 21A comprising the cushion rubber layer 10 disposed between the end of the innermost cord layer 7-1 of the belt 7 and the outermost down ply 6-2 as previously mentioned, whereby the run-flat durability in the region  $\gamma$  is considerably improved and hence the run-flat durability, which has never been seen in the conventional technique, can be realized. However, it is demanded to further improve the run-flat durability without stop at the present time, so that in order to satisfy such a demand, it is required to solve such a circulating problem that it is apt to create the trouble at the region  $\alpha$

due to lacking of the balance on the durability to the region  $\gamma$  with the improvement of the run-flat durability at the region  $\gamma$  of the tire 21A.

The troubles newly created at the region  $\alpha$  are a separation failure between the bead filler rubber 8 and the ply of the carcass 6 joined to both  
5 sides of the bead filler rubber 8, or a separation failure between the rubber reinforcing layer 9 arranged opposite to the bead filler rubber 8 and the ply of the carcass 6. As a result of investigations on the mechanism creating the separation failures, the followings can be elucidated. The investigation results are described with reference to Fig. 7 showing the left-half section of  
10 the tire run at the run-flat state. In Fig. 7, numeral 15 is a recommended rim and numeral 15F a flange.

It is confirmed in Fig. 7 that in order to reduce strain creating at the region  $\alpha$  and strain creating at the region  $\beta$  as far as possible, when the modulus and hardness of rubber in both the bead filler rubber 8 and the rubber  
15 reinforcing layer 9 are enhanced and the volume of rubber is increased, the effect of controlling the occurrence of the separation failure is clearly developed in the region  $\beta$ , while the separation failure is still caused in the region  $\alpha$  and the effect of controlling the trouble is hardly developed.

The inventors have investigated how strain is applied to the region  
20  $\alpha$  during the running of the tire at the run-flat state under loading and found that a large shearing strain  $\epsilon_a$  in the direction of an arrow A shown in Fig. 7 is created in the joint face between the main body 6-1b of the carcass 6 and the bead filler rubber 8, a large shearing strain  $\epsilon_b$  in the direction of an arrow B is created in the joint face between the turnup portion 6-1u of the carcass 6  
25 (including the down ply 6-2 in case of the tire having a low height of the turnup portion) and the bead filler rubber 8, and a large shearing strain  $\epsilon_c$  in the direction of an arrow C opposite to the directions of the shearing strains  $\epsilon_a$  and  $\epsilon_b$  is created in the joint face between the main body 6-1b of the

carcass 6 and the rubber reinforcing layer 9, respectively.

Further, it is confirmed that the shearing strains  $\epsilon_a$  and  $\epsilon_b$  are caused by a pushing force of the bead core 5 (which is substantially made of a steel material) to the bead filler rubber 8, and a pushing force of the flange 15F of the rim 15 is further added to the shearing strain  $\epsilon_b$ , and the shearing strain  $\epsilon_c$  is caused by a displacement tendency of the rubber reinforcing layer 9 toward the bead core 5, and elucidated that the shearing strains  $\epsilon_a$ ,  $\epsilon_b$  and  $\epsilon_c$  act to peel off the ply cord of the carcass from the coating rubber therefor to cause a nucleus of initial separation failure between the cord and the coating rubber and such a nucleus is rapidly grown to result in the separation failure.

In the tire wherein the shearing strains  $\epsilon_a$  and  $\epsilon_b$  in the arrow directions A and B are considerably large as compared with the shearing strain  $\epsilon_c$  in the arrow direction C, therefore, as shown in the tire 1 of Fig. 1, the rubber protection sheet 11 being softer than the bead filler rubber 8 is disposed between the bead filler rubber 8 and the outer surface of the main body 6-1b of the turnup ply 6-1, and the rubber protection sheet 12 being softer than the bead filler rubber 8 is disposed between the bead filler rubber 8 and the ply portion ranging from the inner surface of the turnup portion 6-1u to the inner surface of the down ply 6-2, whereby the shearing strains  $\epsilon_a$  and  $\epsilon_b$  are concentrically applied to the rubber protection sheets 11 and 12, respectively.

Since the rubber protection sheets 11 and 12 are softer than the bead filler rubber 8, even if the shearing strains  $\epsilon_a$  and  $\epsilon_b$  are concentrated onto the rubber protection sheets 11 and 12, the shearing stress of the rubber protection sheets 11, 12 exerting on the main body 6-1b of the turnup ply 6-1 and the ply zone including the turnup portion 6-1u becomes smaller than the shearing stress of the bead filler rubber 8 itself in the tire having no rubber



protection sheets 11 and 12.

As a result, strain between the cord and the coating rubber is largely decreased in the main body 6-1b of the turnup ply 6-1 subjected to an action of the smaller shearing stress and also strain between the cord and the coating rubber is largely decreased in the ply zone inclusive of the turnup portion 6-1u subjected to an action of smaller shearing stress, so that the occurrence of separation nucleus in the cord at the region  $\alpha$  and the growth of the nucleus into the separation failure are sufficiently controlled and finally the run-flat durability of the tire 1 as a whole is highly improved. Such an effect is always guaranteed because the deformation at the region  $\alpha$  during the running at the run-flat state is a constant strain deformation.

In the tire wherein the shearing strain  $\epsilon_c$  in the arrow direction C is considerably larger than the shearing strains  $\epsilon_a$  and  $\epsilon_b$  in the arrow directions A and B, as shown in the tire 1 of Fig. 2, the rubber protection sheet 13 being softer than the rubber reinforcing layer 9 is disposed between the rubber reinforcing layer 9 located opposite to the bead filler rubber 8 and the carcass ply nearest thereto, that is, the inner surface of the main body 6-1b of the turnup ply 6-1, whereby the shearing strain  $\epsilon_c$  is concentrically applied onto the rubber protection sheet 13 and hence the shearing stress of the rubber protection sheet 13 exerting on the main body 6-1b of the turnup ply 6-1 is decreased. Thus, the strain between the cord and the coating rubber is largely decreased in the main body 6-1b of the turnup ply 6-1 to sufficiently control the occurrence of the separation failure at the region  $\alpha$ , so that the run-flat durability of the tire 1 as a whole is highly improved likewise the above case.

Furthermore, in the tire wherein any of the shearing strains  $\epsilon_a$ ,  $\epsilon_b$  and  $\epsilon_c$  can not ignore, as shown in Fig. 3, all of the aforementioned rubber protection sheets 11, 12 and 13 are arranged, whereby there can be prevented

the occurrence of the separation failure at each portion of the region  $\alpha$  subjected to the action of shearing strains  $\epsilon_a$ ,  $\epsilon_b$ ,  $\epsilon_c$ . Moreover, when the shearing strain is  $\epsilon_a \gg \epsilon_b$ , only the rubber protection sheet 11 may be arranged, while when the shearing strain is  $\epsilon_a \ll \epsilon_b$ , only the rubber protection sheet 12 may be arranged.

In Figs. 1-3 are shown the radial left-half sections of the tire-rim assembly when the tire 1 is mounted onto the recommended rim 15 (only an outline of the rim is shown in Figs. 1-3) and inflated under a weak pressure corresponding to 15% of the maximum air pressure in the tire 1, respectively.

In this case, it is required that at least one rubber protection sheet 11, 12, 13 is existent over both sides of a straight line  $L_p$  drawn from a curvature center P of an arc of an outer profile of the flange 15F of the rim 15 at an inclination angle of  $60^\circ$  outwardly in the radial direction of the tire with respect to a line segment L drawn from the curvature center P in parallel to a rotating axial line (not shown) of the tire 1 toward the inside of the tire because the aforementioned region  $\alpha$  (see Fig. 5) is existent over both sides of the straight line  $L_p$  including thereon.

In Figs. 1-3, the rubber protection sheets 11, 12 and 13 are arranged within a zone sandwiched between a straight line  $L_q$  passing through an outer end Q of the bead filler rubber 8 in the radial direction and in parallel to the rotating axial line of the tire 1 and a straight line  $L_r$  passing through an inner end R of the rubber reinforcing layer 9 and in parallel to the rotating axial line of the tire 1.

In Fig. 4 enlargedly showing the main part of the tire 1 of Fig. 1, when the rubber protection sheet 12 is disposed between the turnup portion 6-1u of the carcass ply and the bead filler rubber 8 along the turnup portion 6-1u, a height  $H_a$  (mm) of an outer end of the rubber protection sheet 12 in the radial direction as measured from a straight line  $L_5$  passing through a

maximum radius position of the bead core 5 in parallel to the rotating axial line of the tire 1 in the radial direction is suitable within a range of  $H_a = 1.6 \times H_b \sim 2.0 \times H_b$  with respect to a height  $H_b$  (mm) of an intersecting point S between the straight line  $L_p$  of  $60^\circ$  passing through the curvature center P and an outer surface of the outermost ply of the carcass 6 or outer surface of the down ply 6-2 in the illustrated embodiment as measured from the straight line  $L_5$ . When the height  $H_a$  is within the above range, the rubber protection sheet 12 can be arranged in the region  $\alpha$  as mentioned above. If the rubber protection sheet 12 is extended so as to exceed the height  $H_a$  over  $2 \times H_b$ , the effect of controlling the occurrence of ply separation failure in the carcass 6 is not improved. On the other hand, the lower height limit of the outer end Q of the bead filler rubber 8 in the radial direction is favorable to be not less than  $2 \times H_b$ .

Next, the rubber protection sheet 11, 12, 13 will be described with respect to adaptable rubber property range and thickness range. These ranges are leaded by summarizing experimental results with respect to radial tires 1 for passenger car having three tire sizes. These tire sizes are 225/60R16, 215/65R15 and 245/70R16 (for RV vehicle). Each of these tires 1 is mounted on a recommended rim 15 of every tire size and inflated under a maximum air pressure to perfectly fit the tire 1 onto the rim 15 once and thereafter the air pressure is released to zero (a state detaching a valve core). Such an assembly of the tire 1 and the rim 15 is pushed on a drum rotating at a surface speed of 89 km/h under a load corresponding to about 76% of a maximum load capacity of the tire, during which a running distance until the occurrence of trouble is measured to evaluate the run-flat durability.

As an amount of heat generation at the region  $\alpha$  is large in the running of the tire 1 at the run-flat state under loading, it is required to avoid thermal trouble due to high temperature, so that  $\tan \delta$  at  $25^\circ\text{C}$  is firstly taken

as the rubber property controlling the amount of heat generation. An experiment for evaluating the run-flat durability in four levels of  $\tan \delta$  in the rubber protection sheets 11, 12 and 13 is carried out to plot the experimental results in Fig. 8. Then, an experiment for evaluating the run-flat durability is carried out by using 50% modulus ( $M_{50}$ ) capable of effectively concentrating in the rubber protection sheet 11, 12, 13 in four levels as a ratio to 50% modulus ( $M_{50}$ ) of the rubber reinforcing layer 9 to plot the experimental results in Fig. 9. In this case, the same rubber is used in both the bead filler rubber 8 and the rubber reinforcing layer 9.

On the other hand, the adaptable thickness of the rubber protection sheets 11, 12 and 13 is divided into the case of the rubber protection sheets 11, 13 and the case of the rubber protection sheet 12 and the respective thickness is rendered into five levels. An experiment for evaluating the run-flat durability of the tire 1 is carried out at each level to plot experimental results in Fig. 10 in case of the rubber protection sheets 11, 13 and experimental results in Fig. 11 in case of the rubber protection sheet 12, respectively. The numerical value on the ordinate in Figs. 8-11 is represented by an index on the basis that the improved tire 21A of the conventional tire 20 is 100 as a control tire, wherein the larger the index value, the better the property. Moreover, the mark “●” represents the ply separation failure and the mark “■” is not the ply separation failure but represents the breakage of the rubber reinforcing layer 9.

From Fig. 8, it is clear that rubber having  $\tan \delta$  at 25°C of not more than 0.11 is suitable as the rubber protection sheet 11, 12, 13, while when  $\tan \delta$  is less than 0.04, the improvement of the run-flat durability is not recognized (based on another experiment) and the tensile strength becomes too small and is unsuitable as the rubber for the rubber protection sheet, so that  $\tan \delta$  at 25°C is preferable to be within a range of 0.04-0.11.

From Fig. 9, it is clear that the ratio of 50% modulus of the rubber protection sheet to 50% modulus of the bead filler rubber 8 and the rubber reinforcing layer 9 of not more than 84% is suitable as the rubber protection sheet 11, 12, 13, while when the ratio of 50% modulus is less than 30%, the extremely step difference of the rigidity occurs between the bead filler rubber 8 and the rubber reinforcing layer 9 and hence the trouble is transferred to the rubber protection sheets 11, 12 and 13 to offset the effect using the rubber protection sheets. Therefore, 50% modulus of the rubber protection sheet 11, 12, 13 is suitable within a range of 0.30-0.84 times that of the rubber reinforcing layer 9 (the bead filler rubber 8). Moreover, the upper limit in Figs. 8 and 9 is based on not less than 1.1 times of the control tire 21A.

It is clear from Fig. 10 that the thickness of the rubber protection sheet 11, 13 is preferable to be not less than 0.6 mm and from Fig. 11 that the thickness of the rubber protection sheet 12 is preferable to be not less than 0.4 mm. On the other hand, when the thickness of the rubber protection sheet 11, 12, 13 exceeds 4.0 mm, the thickness becomes too thick and the amount of heat generation in portions provided with the rubber protection sheets 11, 12, 13 becomes excessive to lower the resistance to heat generation and hence the improvement of the run-flat durability can not be attained. Therefore, it is favorable that the thickness of the rubber protection sheet 11, 13 is within a range of 0.6-4.0 mm and the thickness of the rubber protection sheet 12 is within a range of 0.4-4.0 mm. Moreover, the lower limit in Figs. 10 and 11 is based on not less than 1.1 times of the control tire 21A.

The following examples are given in illustration of the invention and are not intended as limitations thereof.

There are provided radial tires for passenger car having a tire size of 225/60R16 and a structure as shown in Figs. 1-3, wherein a carcass 6 is comprised of one turnup ply 6-1 and one down ply 6-2, each of which plies

containing rubberized polyester cords of radial arrangement, and a belt 7 comprises two rubberized cross steel cord layers 7-1 and 7-2 and a cap ply 7-3 formed by spirally winding a rubberized nylon-6,6 cord.

In Table 1 are shown  $\tan \delta$  at 25°C of the rubber protection sheets 11, 12 and 13, ratio ( $M_{50}R$ ) of 50% modulus of the rubber protection sheet 11, 12, 13 to 50% modulus of the rubber reinforcing layer 9 (the same rubber as in the bead filler rubber 8), thickness  $d_{11}$  (mm) of the rubber protection sheet 11, thickness  $d_{12}$  (mm) of the rubber protection sheet 12, and thickness  $d_{13}$  (mm) of the rubber protection sheet 13 of Examples 1-13, respectively. Moreover, the figure number corresponding to the respective example is also shown in Table 1. In order to evaluate the run-flat durability of each example, there are provided the conventional tire 20 having the same structure as in Example 1 except that the rubber protection sheet and cushion rubber are omitted and the comparative tire 21A having the same structure as in Example 1 except that the rubber protection sheet is omitted.

Each of the tires of Examples 1-13, Conventional Example and Comparative Example is mounted onto a recommended rim of 61/2JJ and once inflated under a maximum air pressure or a pressure near thereto and then rendered into a run-flat state by releasing the air pressure to zero (an atmospheric pressure). Thereafter, the thus obtained flat tire is pushed onto a drum rotating at a surface speed of 89 km/h under a load of 570 kgf corresponding to about 76% of a maximum load capacity of 750 kgf to measure a running distance until the occurrence of the tire trouble. The measured results are represented by an index on the basis that the comparative tire is 100 as a run-flat durability, wherein the larger the index value, the better the property. These results are also shown in Table 1.

Table 1

	Number of figure	$\tan \delta$ (25°C)	$M_{50R}$	Thickness of sheet 11 (mm)	Thickness of sheet 12 (mm)	Thickness of sheet 13 (mm)	Index of running distance
Conventional Example	Fig. 5	-	-	-	-	-	70
Comparative Example	Fig. 6	-	-	-	-	-	100
Example 1	Fig. 3	0.10	0.75	1.3	0.7	1.3	120
Example 2	Fig. 3	0.07	0.75	1.3	0.7	1.3	130
Example 3	Fig. 3	0.04	0.75	1.3	0.7	1.3	131
Example 4	Fig. 3	0.07	0.95	1.3	0.7	1.3	110
Example 5	Fig. 3	0.07	0.83	1.3	0.7	1.3	110
Example 6	Fig. 3	0.07	0.62	1.3	0.7	1.3	130
Example 7	Fig. 3	0.07	0.75	0.4	0.7	1.3	104
Example 8	Fig. 3	0.07	0.75	0.9	0.7	0.9	125
Example 9	Fig. 3	0.07	0.75	1.8	0.7	1.8	131
Example 10	Fig. 3	0.07	0.75	1.3	0.3	1.3	106
Example 11	Fig. 3	0.07	0.75	1.3	0.6	1.3	123
Example 12	Fig. 3	0.07	0.75	1.3	0.8	1.3	130
Example 13	Fig. 3	0.07	0.75	1.3	1.2	1.3	129
Example 14	Fig. 1	0.07	0.75	1.3	0.7	-	118
Example 15	Fig. 2	0.07	0.75	-	-	1.3	110

As seen from the results of Table 1, in all tires of Examples 1-15 having the rubber protection sheet 11, 12, 13, the run-flat durability is improved as compared with not only the conventional tire but also the comparative tire, and the run-flat durability can largely be improved by properly setting 50% modulus ratio to the rubber reinforcing layer 9 or by properly setting the thickness of the rubber protection sheet.

According to the invention, there can be provided pneumatic tires having particularly an aspect ratio of not less than 60 which maintain cost inclusive of production cost being rich in practice through a simple structure using the conventional thick rubber reinforcing layer together with only a rubber protection sheet, holds the handling easiness for rim assembling operability or the like, and guarantees the safe running of the vehicle such as

[illegible]



What is claimed is:

1. A pneumatic tire comprising a radial carcass extending between a pair of bead cores embedded in the respective bead portions to reinforce a pair of sidewall portions and a tread portion and comprised of one or more rubberized cord plies, a belt arranged on an outer peripheral surface of the carcass to reinforce the tread portion, a bead filler rubber taperingly extending from a position just above the bead core toward an end of the tread portion, and a rubber reinforcing layer arranged at an inner surface side of an innermost carcass ply from a position near to the bead core in the bead portion to a position near to the end of the tread portion and having substantially a crescent shape at section thereof, in which at least one rubber protection sheet being relatively soft is disposed between the bead filler rubber and the carcass ply surrounding it and/or between the rubber reinforcing layer and the carcass ply nearest thereto.

2. A pneumatic tire according to claim 1, wherein at least one ply of the carcass is a turnup ply wound around the bead core from an inside of the tire toward an outside thereof, which consists of a toroidally extending main body and a turnup portion.

3. A pneumatic tire according to claim 1, wherein in a radial section of a tire-rim assembly when the tire is mounted onto a recommended rim and inflated under a pressure corresponding to 15% of a maximum air pressure, the rubber protection sheet is existent over both sides of a straight line drawn from a curvature center of a flange of the recommended rim at an inclination angle of 60° outwardly in a radial direction of the tire with respect to a line segment drawn from the curvature center in parallel to a rotating axial line of the tire toward the inside of the tire.

4. A pneumatic tire according to claim 1, wherein the rubber protection sheet is existent between line segments in parallel to the rotating axial

line of the tire respectively passing through an outer end of the bead filler rubber in the radial direction of the tire and an inner end of the rubber reinforcing layer in the radial direction of the tire.

5. A pneumatic tire according to claim 2, wherein when the rubber protection sheet is disposed along the turnup portion of the carcass ply between the turnup portion and the bead filler rubber, a height of an outer end of the rubber protection sheet in the radial direction of the tire as measured from an outermost end of the bead core in the radial direction of the tire is not more than two times a height of an intersecting point between the straight line drawn from a curvature center of a flange of the recommended rim at an inclination angle of  $60^\circ$  outwardly in a radial direction of the tire with respect to a line segment drawn from the curvature center in parallel to a rotating axial line of the tire toward the inside of the tire and an outer surface of an outermost carcass ply as measured by the above same method.

6. A pneumatic tire according to claim 1, wherein the rubber protection sheet has 50% modulus of 0.30-0.84 times that of the rubber reinforcing rubber.

7. A pneumatic tire according to claim 1, wherein the rubber protection sheet has  $\tan \delta$  at  $25^\circ\text{C}$  of 0.04-0.11.

8. A pneumatic tire according to claim 1, wherein the rubber protection sheet has a thickness of 0.4-4.0 mm.

### ABSTRACT OF DISCLOSURE

A pneumatic tire having an aspect ratio of not less than 60 comprises a radial carcass of one or more plies, a belt, a bead filler rubber and a rubber reinforcing layer of substantially a crescent shape in section extending from a position near to a bead core to a position near to a tread end along an inner surface of an innermost carcass ply, wherein at least one rubber protection sheet being relatively soft is disposed between the bead filler rubber and the carcass ply surrounding it and/or between the rubber reinforcing layer and the carcass ply nearest thereto.

5564646 "0944600



FIG. 2

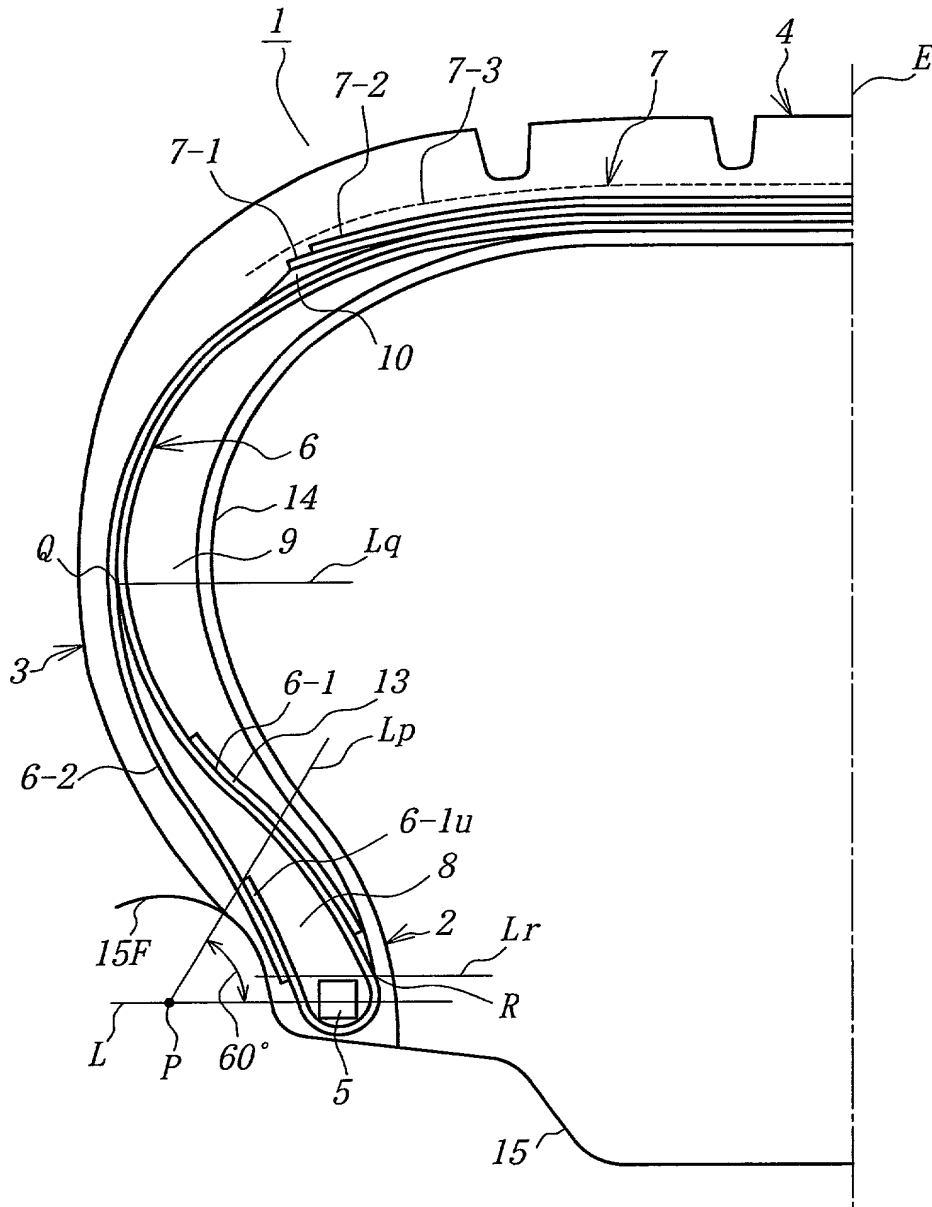


FIG. 3

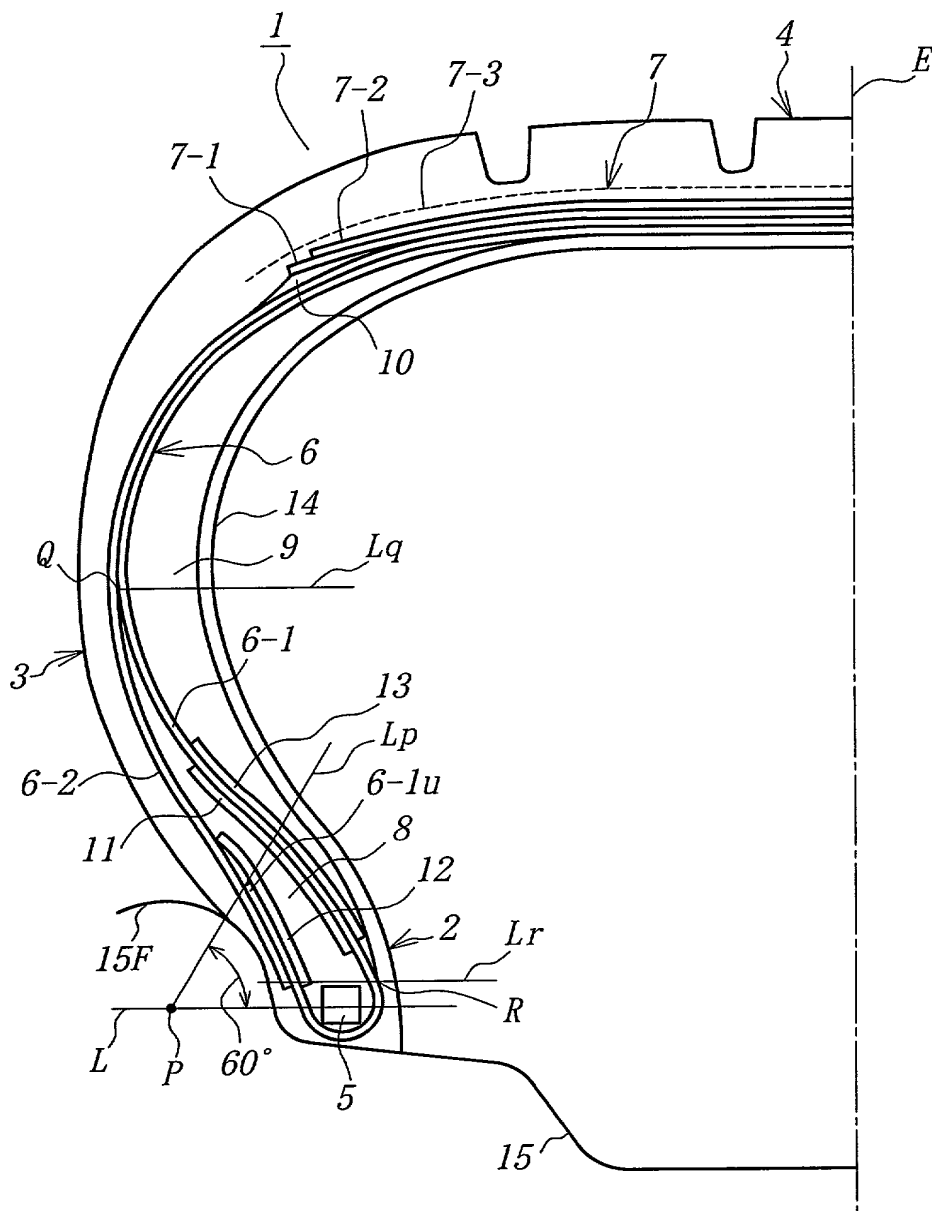


FIG. 4

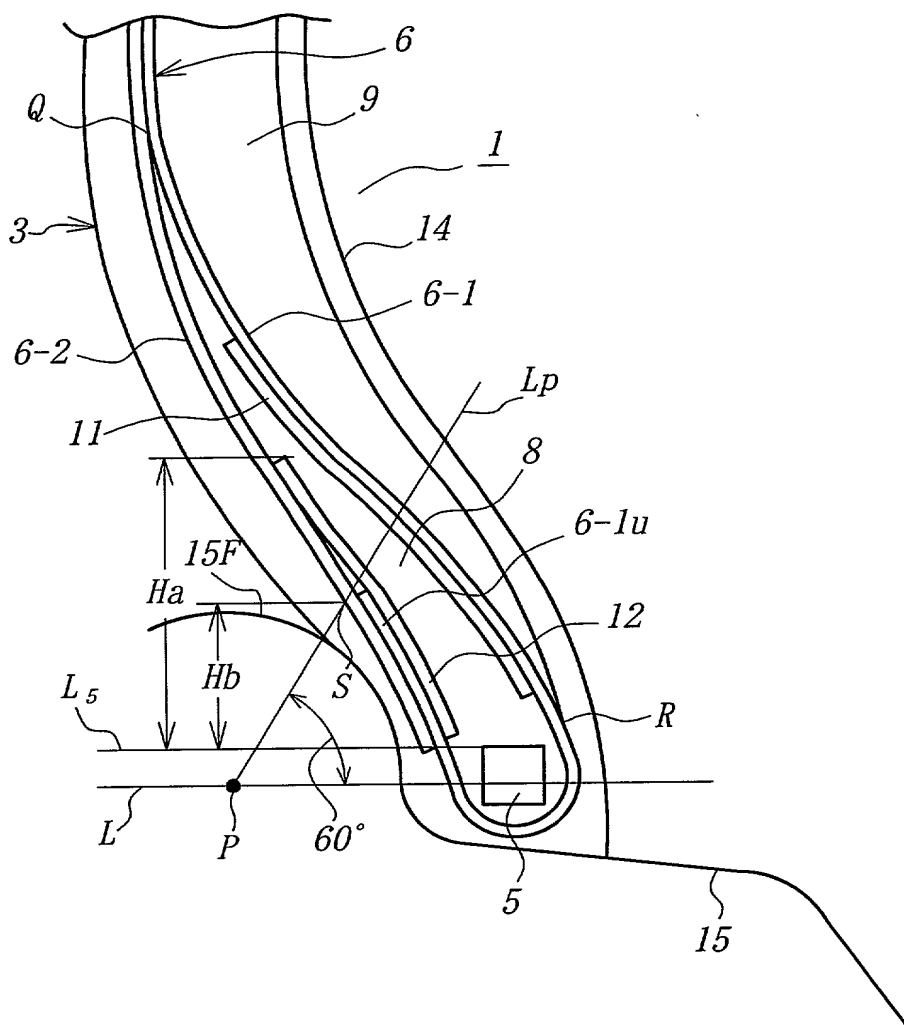
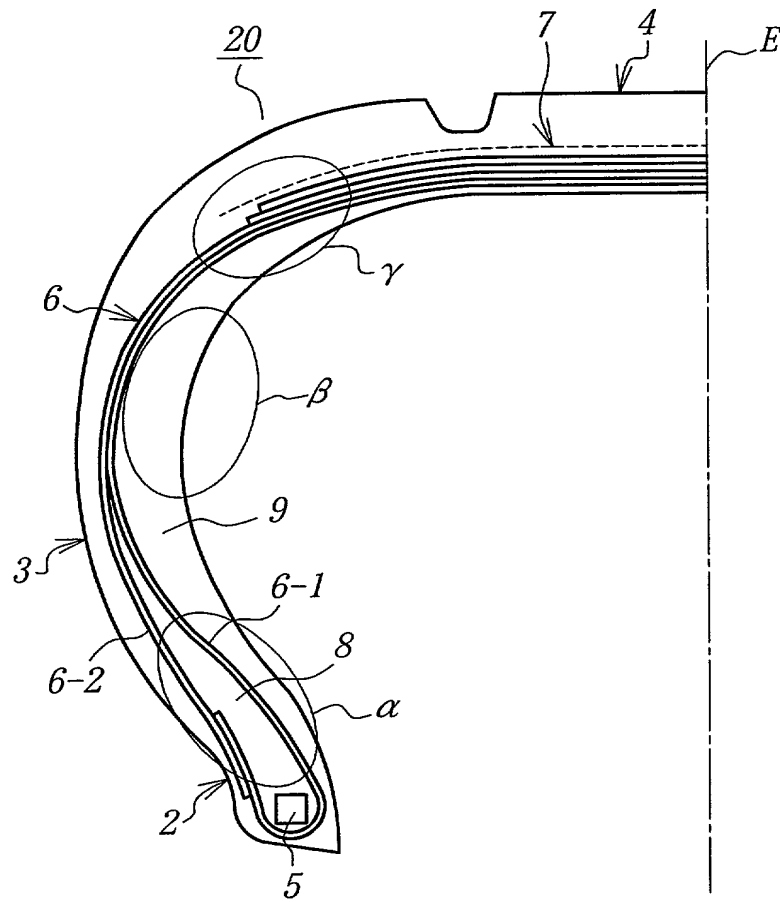


FIG. 5

PRIOR ART





**FIG. 6**  
Comparative

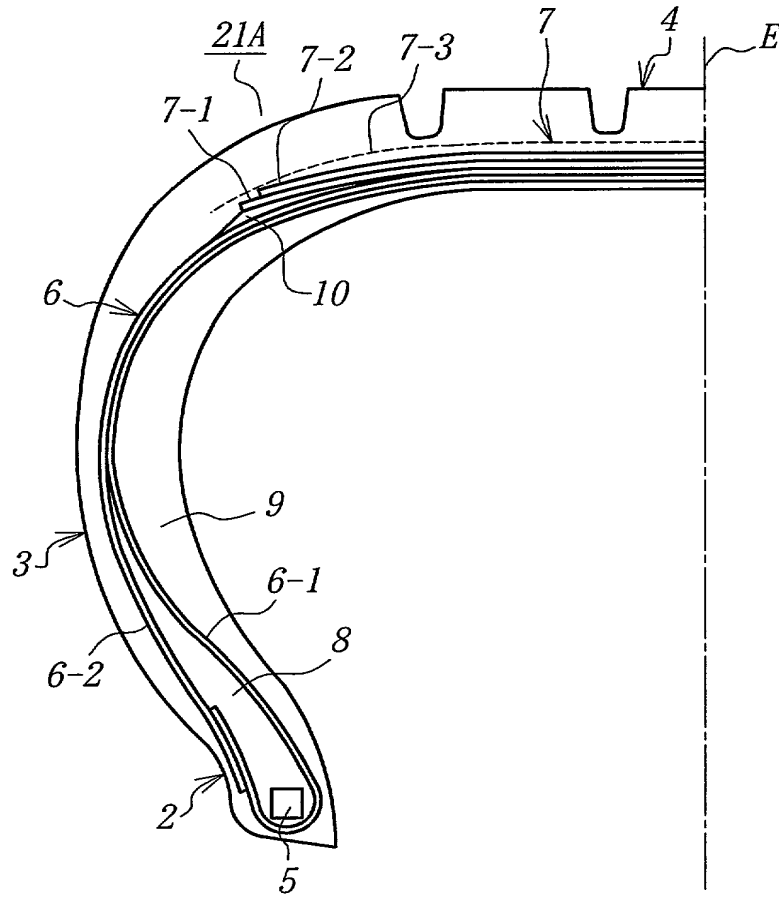


FIG. 7

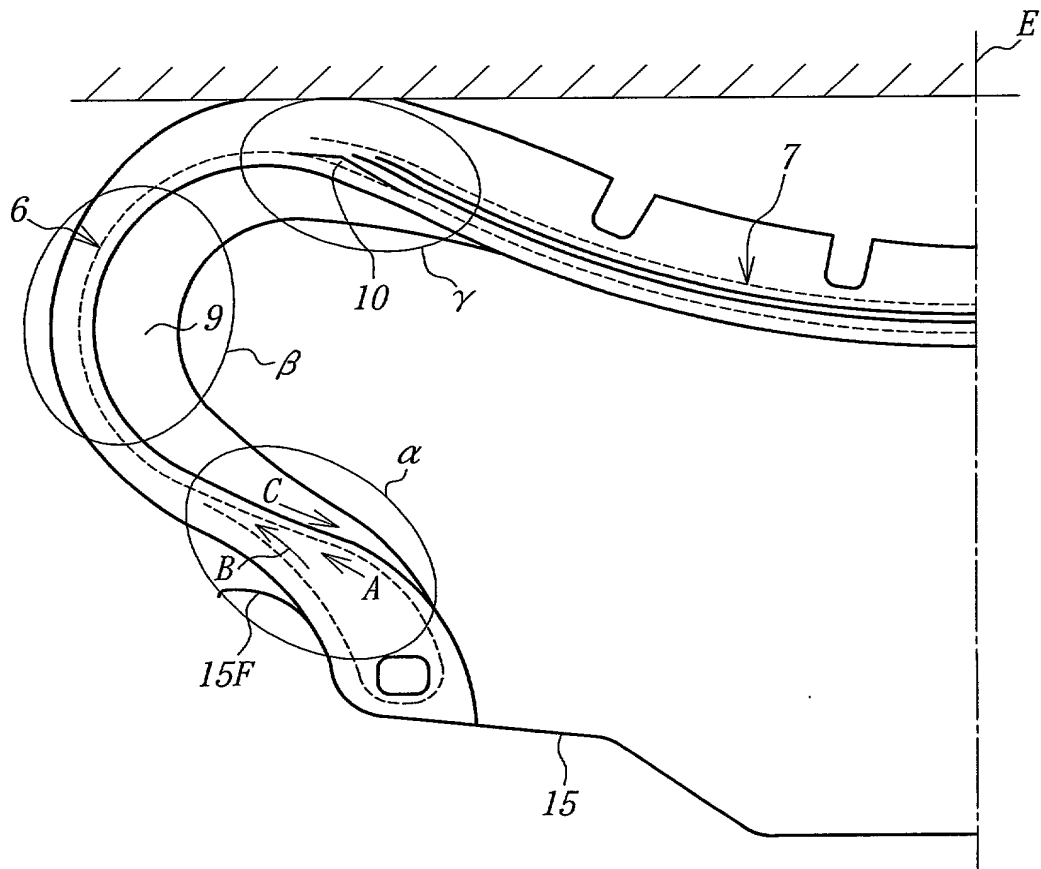


FIG. 8

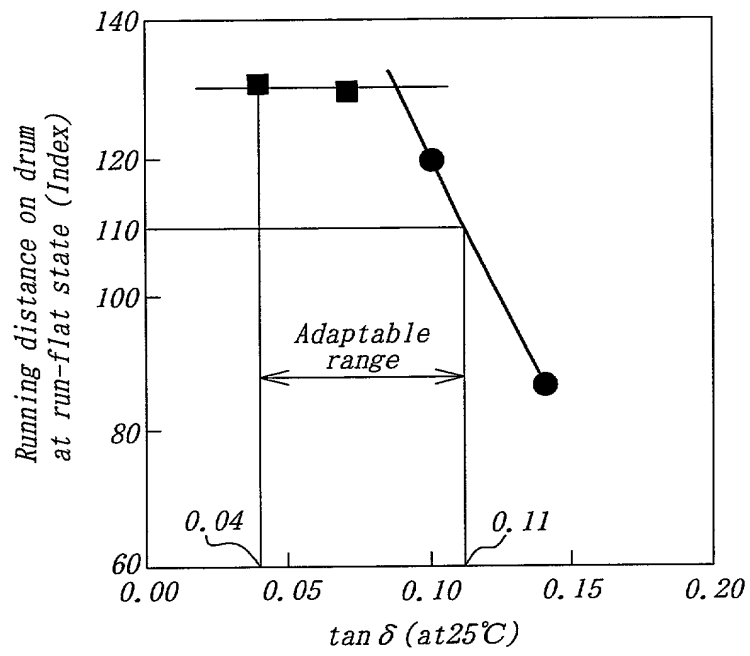


FIG. 9

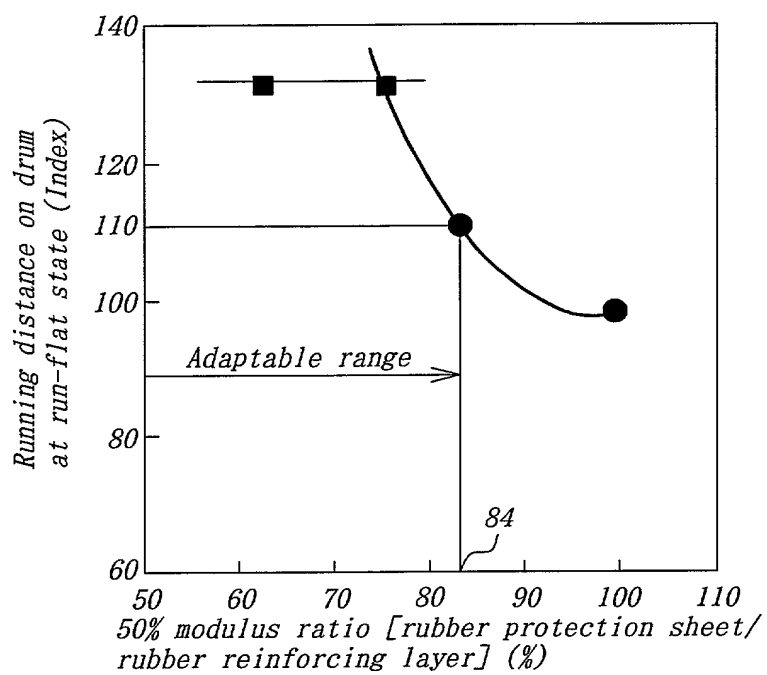


FIG. 10

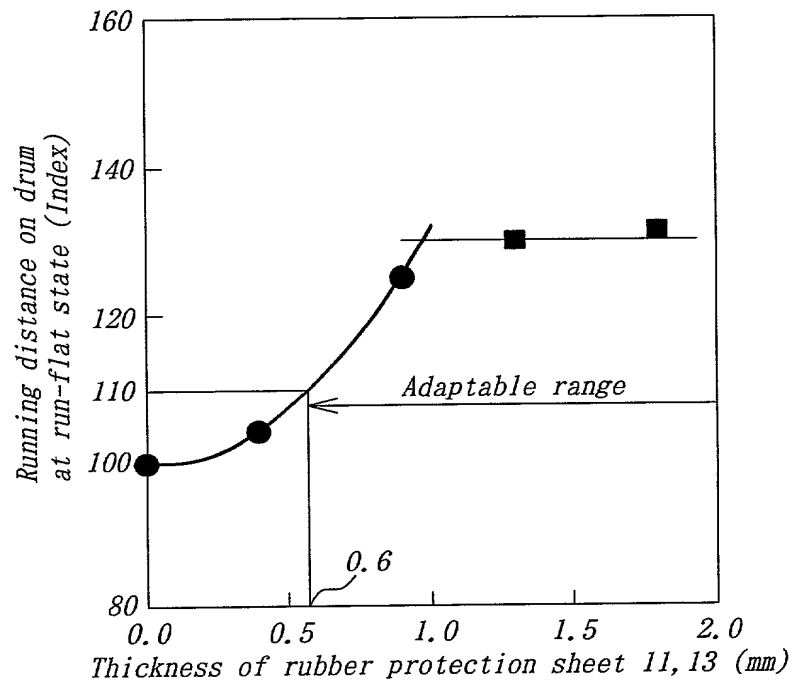
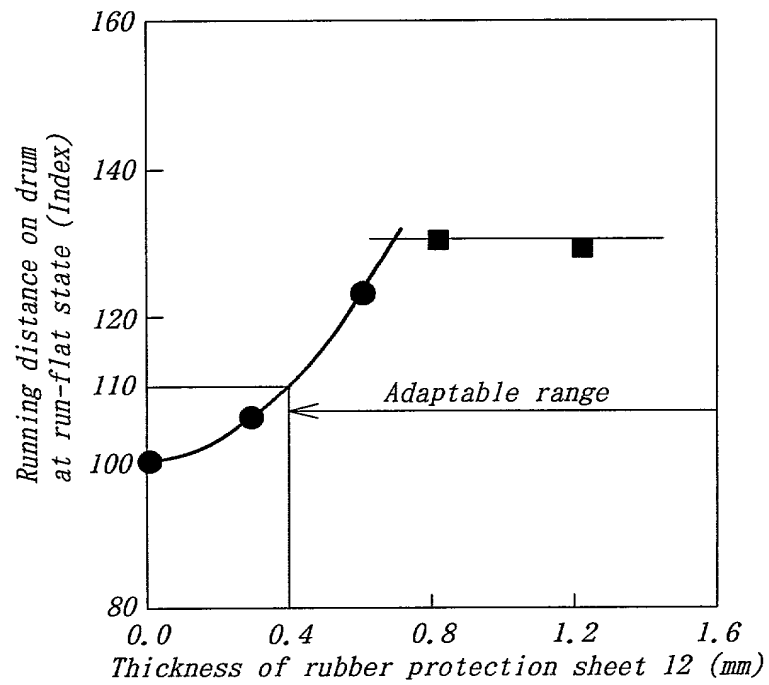


FIG. 11



# Declaration and Power of Attorney for Patent Application

特許出願宣言書

## Japanese Language Declaration

私は、下欄に氏名を記載した発明として、以下の通り宣言する：

As a below named inventor, I hereby declare that:

私の住所、郵便の宛先および国籍は、下欄に氏名に続いて記載したとおりであり、

My residence, post office address and citizenship are as stated below next to my name,

名称の発明に関し、請求の範囲に記載した特許を求める主題の本来の、最初にして唯一の発明者である（一人の氏名のみが下欄に記載されている場合）か、もしくは本来の、最初にして共同の発明者である（複数の氏名が下欄に記載されている場合）と信じ、

I believe I am the original, first and sole inventor (if only one name is listed below) or an original, first and joint inventor (if plural names are listed below) of the subject matter which is claimed and for which a patent is sought on the invention entitled

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PNEUMATIC TIRES

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

その明細書を  
(該当するほうに印を付す)

the specification of which  
(check one)

☐ ここに添付する。

☒ is attached hereto.

☐ \_\_\_\_\_ 日に出願番号

☐ was filed on \_\_\_\_\_ as

第 \_\_\_\_\_ 号として提出し、

Application Serial No. \_\_\_\_\_

\_\_\_\_\_ 日に補正した。  
(該当する場合)

and was amended on \_\_\_\_\_  
(if applicable)

私は、前記のとおり補正した請求の範囲を含む前記明細書の内容を検討し、理解したことを陳述する。

I hereby state that I have reviewed and understand the contents of the above-identified specification, including the claims, as amended by any amendment referred to above.

私は、連邦規則法典第37部第1章第56条(a)項に従い、本願の審査に所要の情報を開示すべき義務を有することを認める。

I acknowledge the duty to disclose information which is material to the examination of this application in accordance with Title 37, Code of Federal Regulations, §1.56(a).

# Japanese Language Declaration

私は、合衆国法典第35部第119条、第172条、又は第365条に基づく下記の外国特許出願又は発明者証出願の外国優先権利益を主張し、さらに優先権の主張に係わる基礎出願の出願日前の出願日を有する外国特許出願又は発明者証出願を以下に明記する：

I hereby claim foreign priority benefits under Title 35, United States Code §119, §172 or §365 of any foreign application(s) for patent or inventor's certificate listed below and have also identified below any foreign application for patent or inventor's certificate having a filing date before that of the application on which priority is claimed:

## Prior foreign applications

先の外国出願

## Priority claimed

優先権の主張

10-329,418 (Number) (番号)	Japan (Country) (国名)	19 November, 1998 (Day/Month/Year Filed) (出願の年月日)	<input checked="" type="checkbox"/> Yes あり	<input type="checkbox"/> No なし
11-299,494 (Number) (番号)	Japan (Country) (国名)	21 October, 1999 (Day/Month/Year Filed) (出願の年月日)	<input checked="" type="checkbox"/> Yes あり	<input type="checkbox"/> No なし
 (Number) (番号)	 (Country) (国名)	 (Day/Month/Year Filed) (出願の年月日)	<input type="checkbox"/> Yes あり	<input type="checkbox"/> No なし
 (Number) (番号)	 (Country) (国名)	 (Day/Month/Year Filed) (出願の年月日)	<input type="checkbox"/> Yes あり	<input type="checkbox"/> No なし
 (Number) (番号)	 (Country) (国名)	 (Day/Month/Year Filed) (出願の年月日)	<input type="checkbox"/> Yes あり	<input type="checkbox"/> No なし

私は、合衆国法典第35部第120条に基づく下記の合衆国特許出願の利益を主張し、本願の請求の範囲各項に記載の主題が合衆国法典第35部第112条第1項に規定の態様で先の合衆国出願の開示されていない限度において、先の出願の出願日と本願の国内出願日又はPCT国際出願日の間に公表された連邦規則法典第37部第1章第56条(a)項に記載の所要の情報を開示すべき義務を有することを認める。

I hereby claim the benefit of Title 35, United States Code, §120 of any United States application(s) listed below and, insofar as the subject matter of each of the claims of this application is not disclosed in the prior United States application in the manner provided by the first paragraph of Title 35, United States Code, §112, I acknowledge the duty to disclose any material information as defined in Title 37, Code of Federal Regulations, §1.56(a) which occurred between the filing date of the prior application and the national or PCT international filing date of this application:

(Application Serial No.) (出願番号)	(Filing Date) (出願日)	(現況) (特許済み、係属中、放棄済み)	(Status) (patented, pending abandoned)
(Application Serial No.) (出願番号)	(Filing Date) (出願日)	(現況) (特許済み、係属中、放棄済み)	(Status) (patented, pending abandoned)

私は、ここに自己の知識に基づいて行った陳述がすべて真実であり、自己の有する情報及び信ずるところに従って行った陳述が真実であると信じ、更に故意に虚偽の陳述等を行った場合、合衆国法典第18部第1001条により、罰金もしくは禁固に処せられるか、又はこれらの刑が併科され、又はかかる故意による虚偽の陳述が本願ないし本願に対して付与される特許の有効性を損なうことがあることを認識して、以上の陳述を行ったことを宣言する。

I hereby declare that all statements made herein of my own knowledge are true; and further that all statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issuing thereon.



\* F2330  
(9917)

## Japanese Language Declaration

委任状： 私は、下記発明者として、以下の代理人をここに  
選任し、本願の手続きを遂行すること並びにこれに関する一  
切の行為を特許商標局に対して行うことを委任する。  
(代理人氏名及び登録番号を明記のこと)

POWER OF ATTORNEY: As a named inventor, I hereby  
appoint the following attorney(s) and/or agent(s) to  
prosecute this application and transact all business in the  
Patent and Trademark Office connected therewith (*list  
name and registration number*)

I hereby appoint John H. Mion, Reg. No. 18,879; Donald E. Zinn, Reg. No. 19,046; Thomas J. Macpeak, Reg. No. 19,292;  
Robert J. Seas, Jr., Reg. No. 21,092; Darryl Mexic, Reg. No. 23,063; Robert V. Sloan, Reg. No. 22,775; Peter D. Olexy, Reg.  
No. 24,513; J. Frank Osha, Reg. No. 24,625; Waddell A. Biggart, Reg. No. 24,861; Robert G. McMorrow, Reg. No. 19,093;  
Louis Gubinsky, Reg. No. 24,835; Neil B. Siegel, Reg. No. 25,200; David J. Cushing, Reg. No. 28,703; John R. Inge, Reg. No.  
26,916; Joseph J. Ruch, Jr., Reg. No. 26,577; Sheldon I. Landsman, Reg. No. 25,430; Richard C. Turner, Reg. No. 29,710;  
Howard L. Bernstein, Reg. No. 25,665; Alan J. Kasper, Reg. No. 25,426; Kenneth J. Burchfiel, Reg. No. 31,333; Gordon Kit,  
Reg. No. 30,764; Susan J. Mack, Reg. No. 30,951; Frank L. Bernstein, Reg. No. 31,484; Mark Boland, Reg. No. 32,197; William  
H. Mandir, Reg. No. 32,156; Scott M. Daniels, Reg. No. 32,562; Brian W. Hannon, Reg. No. 32,778; Abraham J. Rosner, Reg.  
No. 33,276; Bruce E. Kramer, Reg. No. 33,725; Paul F. Neils, Reg. No. 33,102; and Brett S. Sylvester, Reg. No. 32,765, my  
attorneys to prosecute this application and to transact all business in the Patent and Trademark Office connected therewith, and  
request that all correspondence about the application be addressed to SUGHRUE, MION, ZINN, MACPEAK & SEAS, PLLC, 2100  
Pennsylvania Avenue, N.W., Washington, D.C. 20037-3202.

書類の送付先：

Send Correspondence to:

SUGHRUE, MION, ZINN, MACPEAK & SEAS  
2100 Pennsylvania Avenue, N.W., Washington, D.C. 20037

直通電話連絡先： (名称及び電話番号)

Direct Telephone Calls to: (*name and telephone number*)

(202)293-7060

唯一の又は第一の発明者の氏名	Full name of sole or first inventor
	Kazuomi KOBAYASHI
同発明者の署名	Inventor's signature
日付	Date
	Kazuomi Kobayashi Nov. 11, 1999
住所	Residence
	Higashimurayama City, Tokyo, Japan
国籍	Citizenship
	Japanese
郵便の宛先	Post office address
	3-44, Suwa-Cho 2-Chome, Higashimurayama
	City, Tokyo, Japan
第二の共同発明者の氏名 (該当する場合)	Full name of second joint inventor, if any
	Tomohisa NISHIKAWA
同第二発明者の署名	Second inventor's signature
日付	Date
	Tomohisa Nishikawa Nov. 11, 1999
住所	Residence
	Kodaira City, Tokyo, Japan
国籍	Citizenship
	Japanese
郵便の宛先	Post office address
	5-5, Ogawahigashi-Cho 3-Chome, Kodaira
	City, Tokyo, Japan

(第三又はそれ以降の共同発明者に対しても同様な情報  
および署名を提供すること。)

(Supply similar information and signature for third and  
subsequent joint inventors.)

第三の共同発明者の氏名 (該当する場合)		Full name of third joint inventor, if any	
		Kenji MATSUO	
同第三発明者の署名	日付	Third inventor's signature	Date
		Kenji Matsuo	Nov.11,1999
住所	Residence		
	Kodaira City, Tokyo, Japan		
国籍	Citizenship		
	Japanese		
郵便の宛先	Post office address		
	4-5-408, Ogawahigashi-Cho 3-Chome,		
	Kodaira City, Tokyo, Japan		
第四の共同発明者の氏名 (該当する場合)		Full name of fourth joint inventor, if any	
同第四発明者の署名	日付	Fourth inventor's signature	Date
住所	Residence		
国籍	Citizenship		
郵便の宛先	Post office address		
第五の共同発明者の氏名 (該当する場合)		Full name of fifth joint inventor, if any	
同第五発明者の署名	日付	Fifth inventor's signature	Date
住所	Residence		
国籍	Citizenship		
郵便の宛先	Post office address		
第六の共同発明者の氏名 (該当する場合)		Full name of sixth joint inventor, if any	
同第六発明者の署名	日付	Sixth inventor's signature	Date
住所	Residence		
国籍	Citizenship		
郵便の宛先	Post office address		